

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE
April 19, 2010
MAG Offices, Cholla Room
302 N. 1st Avenue, Phoenix, Arizona

MEMBERS ATTENDING

Councilwoman Peggy Neely, Chair
Mayor Thomas L. Schoaf, Litchfield Park,
Vice Chair
Mayor Hugh Hallman, Tempe, Treasurer

Mayor Marie Lopez Rogers, Avondale
Mayor James M. Cavanaugh, Goodyear
Mayor Scott Smith, Mesa
Mayor Jim Lane, Scottsdale

* Not present

Participated by video or telephone conference call

1. Call to Order

The Executive Committee meeting was called to order by Chair Peggy Neely at 12:04 p.m. She noted that an update for agenda item #4, Attachment 3 (map) was at their place. Chair Neely stated that public comment cards were available for those members of the public who wish to comment. Transit tickets were available from Valley Metro for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage.

2. Call to the Audience

Chair Neely noted that, according to the MAG public comment process, members of the audience who wish to speak are requested to fill out the public comment cards. She stated that there is a three-minute time limit. Public comment is provided at the beginning of the meeting for items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair Neely noted that no public comment cards had been received.

3. Consent Agenda

Chair Neely noted that prior to action on the consent agenda, members of the audience are provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Chair Neely noted that no public comment cards had been received.

Chair Neely requested a motion to approve the consent agenda. Mayor Hallman moved to approve items #3A and #3B. Mayor Lane seconded the motion and the motion carried unanimously.

3A. Approval of the March 22, 2010, Executive Committee Meeting Minutes

The Regional Council Executive Committee, by consent, approved the March 22, 2010, Executive Committee meeting minutes.

3B. Amendment to the FY 2010 MAG Unified Planning Work Program and Annual Budget to Accept Funding from the Governor's Office for Children, Youth, and Families for Domestic Violence Planning

The Regional Council Executive Committee, by consent, approved the budget amendment to the FY 2010 MAG Unified Planning Work Program and Annual Budget to include funding, contingent upon confirmation of the grant award, in the amount of \$249,568. The FY 2010 MAG Unified Planning Work Program and Annual Budget (UPWP) was approved by the MAG Regional Council on May 27, 2009. A Domestic Violence STOP grant for Human Services is anticipated to be awarded by the Governor's Office to Regional Community Partners (RCP) for work on the MAG Protocol Evaluation Project. This project work includes an evaluation and recommendations on the protocols used to arrest and prosecute domestic violence offenders. This item is to approve an amendment to the MAG 2010 Unified Planning Work Program and Annual Budget, contingent upon confirmation of the grant award, to increase the budget for RCP by \$249,568.

4. Discussion Regarding the Metropolitan Area Planning Boundary

Dennis Smith began by stating that MAG is a Transportation Management Area (TMA) and every four years our planning process needs to be certified. He explained that on May 4 and 5 of 2004, the certification review process suggested improvements. He noted that those suggested improvement included looking toward our partners in Pinal County. Mr. Smith stated that at the last certification review process in November 2009, the review brought up the old suggested improvement and asked what had been done. Mr. Smith read the quote from the 2004 certification review process, "As the urbanized area continues to grow outside the boundaries of Maricopa County, the boundaries of the Metropolitan Planning Organization should grow with it. We strongly encourage MAG to work with the neighboring jurisdictions outside Maricopa County to make their transition to the MPO as seamless as possible." He noted that the suggested improvement was made over four years ago and is a complicated matter. He recognized that Pinal County would like to chart their own future. Mr. Smith stated that he would now like to present a series of charts and maps that show the relationship that MAG and Pinal County currently have. He noted that at a minimum, the metropolitan planning area boundary shall encompass the entire existing urbanized area as defined by the Census. He showed a map of the projected urbanized areas in 2010 and the potential urbanized areas in 2030. The federal law states that the metropolitan planning area boundary needs to include that area expected to be urbanized within the next 20-years. He noted the federal law states that the boundary may also include the entire metropolitan statistical area. He showed the next map of the Metropolitan statistical area as defined by the Office of Management and Budget, which includes both counties.

Mr. Smith commented on the planning arrangements that make this difficult. He noted that the Federal transportation law is closely aligned with the Clean Air Act Amendments. In some cases, nonattainment area boundaries in Maricopa County overlap into Pinal County. He noted that with PM-10, MAG is already into Apache Junction and parts of Pinal County. Mr. Smith showed on

Slide 6 that Area C and other air quality boundaries now being formed within Pinal County. He noted that the Governor has recently sent a letter to EPA stating that she does not believe there is a PM-2.5 issue in that area, but there is a PM-10 issue. Mr. Smith pointed this out on the map location down near the City of Maricopa. He then presented the current population densities and the population density in the next 20 years. He noted that the population is growing around the Gila River Indian Community over the next 20 years. Mr. Smith stated that MAG has many transportation relationships with Pinal County. The MAG transportation modeling boundary is currently below Interstate 8. He noted that the entire county of Pinal is being prepared to be modeled at MAG. He noted that the next slides show traffic volumes between Maricopa and Pinal counties that demonstrates a big connection between the two counties. He also noted that the percentage of work and non-work trips from Pinal to Maricopa is expected to grow in the future. The relationship will not decrease, but will increase in the future. Mr. Smith moved onto the next slide and presented the existing transportation framework. The proposed transportation framework shows the illustrative projects (unfunded), including the Hassayampa and Hidden Valley freeways. He commented on how the freeway network will wrap around the Gila River Indian Community. Mr. Smith stated that the proposed population density and the proposed freeway network are very closely aligned.

Mr. Smith presented three draft options: 1) expand the Metropolitan Planning Area for the area expected to be urbanized in the next 20 years; 2) expand the Metropolitan Planning Area to include the City of Maricopa; 3) expand the Metropolitan Planning Area to include a representative from the Central Arizona Association of Governments (CAAG) to represent the county. Mr. Smith noted that this could mean three new members on the MAG Regional Council - Pinal County, City of Maricopa, and a representative from the CAAG Regional Council. He explained that there could be many variations of how this would be worked out from a planning perspective. He continued that CAAG has a Transportation Policy Committee (TPC) that could make recommendations regarding the Pinal County area and MAG could potentially do the transportation and air quality modeling. Mr. Smith noted that the other option is to do nothing. Even though the federal regulations say MAG should be planning in that area, we have done nothing for over four years. He noted that eventually something will happen in that area, and there is a lot of interest in CAAG being a Metropolitan Planning Organization (MPO). Mr. Smith stated that he does not believe that they have the 50,000 in a contiguous urbanized area to become an MPO at this point. He commented on the issue of funding and the half-cent sales tax. Mr. Smith stated that statute states that the half-cent sales tax is only for Maricopa County. He also commented on Pinal County's interest in receiving CMAQ funding because of their PM-10 problem. Mr. Smith recognized that there are all kinds of issues to work through. He suggested we start a dialog with Pinal County and bring the elected officials into the dialog at the appropriate time if that is the desire of the Executive Committee.

Chair Neely wanted to clarify that there is a nonattainment area in Pinal County that might jeopardize MAG's federal funding source if we ignore it and do nothing. Mr. Smith stated that staff discussed this with the air quality specialist from the Federal Highway Administration (FHWA) and one of MAG's concerns is what if Pinal County has a huge air quality problem and that jeopardizes the MAG Transportation Improvement Program (TIP). He noted that the air quality specialist from FHWA indicated that in other areas of California they segment the TIP or put in firewalls. For example, if there are air quality problems in Pinal County and transportation

projects needed to be stopped, the projects stopped would be in Pinal County. Mr. Smith stated that MAG does have all the tools to do this, but we would have to be very careful. He noted that Pinal County knows their area better than anyone. MAG would have to work out a planning and funding arrangement with CAAG/Pinal County. CAAG/Pinal County would provide information for the modeling and recommendations on their project. Mr. Smith commented that from an efficiency perspective, it would make sense for MAG to share its resources with CAAG/Pinal County. He noted that there will most likely be a lot of mistrust, but expects that issues can be worked through. Chair Neely stated that we need to carefully walk down this road. She suggested that as the Executive Director, Mr. Smith begin to have a dialogue with the county, the cities and CAAG to talk about their interests. She noted that when there is some sort of agreement among the parties, we can then begin a dialogue with the elected officials. Mayor Lane asked if it was required by statute or legislation for MAG to move into this area, and will the State get involved in this matter. Mr. Smith replied that it is the federal regulation that as MAG continues to grow it is suppose to be part of the MAG planning area. He noted that it is totally interdependent - we are not really separate regions. Mr. Smith noted that he is waiting to hear back from FHWA. Mayor Smith stated that he understands the initial distrust. He also noted that the SanTan Valley area is proposing some type of incorporation and they are an area of 75,000 people. Mayor Smith stated that he supports moving forward as aggressively as possible. He added that he agrees that we need to plan as a region and the more we can understand the benefits, pitfalls and unintended consequences of coming together, the better off everyone will be.

Mayor Hallman suggested that we reach out and undertake an effort with Pinal County. He also stated that this should be done carefully and suspects there will be overall support. Mayor Hallman wonder if we are making this effort too hard. He stated that maybe it is possible to carve out the role that MAG has as the MPO with respect to the items we have to include Pinal County and provide appropriate weight to the Pinal County interest to help plan that area. Mayor Hallman stated that MAG needs to incorporate those areas that impact our areas regardless of others interest. He stated that failing to plan instead of working with the leadership of Pinal County might lead to disaster. Mayor Cavanaugh stated that he supports continuing dialog at the staff level. He asked in the conduct of the Executive Director's duty, is there a conscious separation of the responsibilities of an MPO and a COG. Mr. Smith explained that MAG is an MPO, COG and TMA. He noted that there are definitely distinctions between the MPO and COG. Mayor Cavanaugh stated the there could be difficulties in the future with an outside planning agency assisting a COG with planning responsibilities. Mr. Smith stated that CAAG is a planning organization and does other things that MAG does not do. He noted that there is a way that you could keep CAAG's planning independence and have CAAG make the recommendations that impact their county. Mr. Smith suggested drafting it out in a Memorandum of Understanding (MOU) so that all parties have some protection.

Mayor Lopez-Rogers stated that as she read this she noted that it was not a federal requirement but a recommendation. Mr. Smith stated that the actually planning boundary is very specific in the federal law. Mayor Lopez-Rogers stated that it is important that we are in a positive relationship to have the best planning. She stated that she would like to see another option were MAG has a positive relationship with CAAG without CAAG having a formal voting position. Mr. Smith explained that MAG has a great planning relationship with both CAAG and Pinal County. He noted that CAAG and Pinal County have participated in studies and helped jointly fund studies.

Mayor Schoaf asked when MAG recommends building a particular freeway and allocates money, what is MAG acting as, an MPO or COG. Mr. Smith replied that we are acting as an MPO. He explained that there are three responsibilities of an MPO: 1) a work program; 2) the Transportation Improvement Program (TIP); and 3) the Regional Transportation Plan (RTP). Mayor Schoaf stated that he has concerns regarding how we will spend Maricopa County funding versus Pinal County funding. He also stated that the concept of working together and having a planning organization that is able to take into account all of the influences that are happening. He also stated that an adequate plan probably could not be accomplished for the Southeast portion of Maricopa County if we do not take into account what is happening in Pinal County. Mayor Schoaf commented on his concern and the difficulties in incorporating the voting status and questioned Pinal County's position in weighted voting. Chair Neely stated that maybe it can be structured like it is with ADOT and RTPA where they vote only on certain items. Mayor Schoaf agreed and stated that we need to work together on planning, but when it comes to spending, there needs to be fire walls established. Mr. Smith agreed and confirmed this is a very delicate situation. Mayor Smith also agreed. He commented that the biggest problem is funding and the dialogue needs to be at the regional level.

Chair Neely agreed and commented that both areas need to coordinate planning efforts. She noted that with the lack of planning and leadership, all will suffer. Chair Neely stated that what could happen is the delegation that is currently in Washington will make sure that those dollars are taking care of the problems that are in Pinal County, which would take away from the dollars that come to Maricopa County. Mr. Smith stated staff will talk with Pinal County to see what their view is on this issue. He noted that if there is an accommodation of some sort, staff will report back to the Committee.

5. Development of the Draft FY 2011 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough stated that the draft Work Program is brought to the Committee each month beginning in January. Ms. Kimbrough began the discussion with office space. She noted that in January 2005, MAG approached the Executive Committee on its need for office space. She stated that at that time, the Building Lease Working Group (BLWG) was formed and MAG went through a fairly long process to research building a new office building. That project was deferred. Ms. Kimbrough stated that MAG still needs office space and the City of Phoenix recently informed us that the fourth floor of the current building will become partially available in July 2010 and the rest of the floor is expected to become available later in the year. She stated that the proposed fourth floor addition is included in the draft budget. Ms. Kimbrough stated that MAG is proposing the staff from the second floor be moved up to the fourth floor, and the second floor will become meeting space. She continued that this remodel, which includes the second, third and fourth floors, would total \$1.6 million in renovation costs. In addition to the renovation costs, there is \$500,000 in videoconference equipment, and \$480,000 in additional furniture and fixtures, which would be added to the current fixed assets. Mr. Smith clarified that when we moved in 1997, we rearranged some walls on the third floor, but the carpet is the original bank carpet and there are a number of trip hazards. Chair Neely commented that we need to get this done. Mr. Smith noted that we are looking at a 10 year lease, so this will be home for a long time. Dennis introduced Monique de los Rios Urban.

Monique de los Rios Urban thanked the Executive Committee for the opportunity to present the information on the MAG office space. She noted that MAG currently occupies approximately 32,000 square feet of the building at 302 N. First Avenue. She continued to explain that MAG leases 7,885 square feet on the first floor, 11,877 square feet on the second floor and 12,305 square feet on the third floor. The proposal is to lease the 4th floor and reconfigure the 2nd floor. Ms. de los Rios Urban stated that on the existing second floor, MAG is proposing to remove the office space improvements on the north side of the floor plate and install new conference room facilities. She noted that there will be a total of four new conference rooms, reconfigured support staff space, service kitchen and network/server rooms, and a redesigned elevator lobby and reception area. She explained that on the existing third floor, the proposal is to re-carpet and repaint the entire floor plate, as well as minor enhancements to the elevator lobby. The new leased floor on the 4th level would house additional office space for MAG. She stated that the concept on this floor is to create a similar raceway circulation design as currently on the third floor, as well as a medium size meeting room and a division "war room." A total of 38 workstations would be installed and 12 hard-walled offices. Ms. de los Rios Urban stated that currently the entire 4th floor is occupied, with approximately three quarters of the floor soon to be vacated. She explained that there is a section of this floor that will still be occupied by the building owner and will not be available initially. MAG would proceed with design for the entire floor and initial tenant improvement in the available square footage. Ms. de los Rios Urban concluded that MAG would occupy close to four floors of the building, for a total of approximately 44,000 square feet. Mr. Smith stated that the Arizona Municipal Water Users (AMWU) is discussing moving into the building and taking some of the vacated space from RPTA. The advantage to the cities and towns is that they would need less meeting space because they could use this meeting space and technology. He noted it is a more efficient use of the building and the elected officials time, which saves taxpayers money.

Ms. Kimbrough noted that the proposed renovations and remodel costs will be found in the capital portion of the budget. She mentioned that there is also a request for additional staff positions. She stated that there is a need for four positions related to modeling and data gathering. There is also a position that is related to the Regional Community Network (RCN) operations project. She noted that on July 1, 2010, MAG will be put in charge of the RCN and will require a network manager. Ms. Kimbrough noted that there is also a need for a second floor staff support position if that becomes additional meeting space. She stated that also included in the budget is an additional five percent for some of the positions in the budget, but that would not include the position adjustments made last month. Ms. Kimbrough stated that there was a line item added that was of interest to a lot of cities and that is the MAG Specifications and Details Committee which will have American Society for Testing Material (ASTM), international construction standards. It is proposed that MAG host a portal and pay for the subscription cost, which is \$30,000 per year, and all the cities will have access to these standards. Ms. Kimbrough stated that the dues and assessments are proposed to be maintained at 50 percent as in the previous year. She noted that MAG has not increase the dues, but there is a different distribution based on the population shift. She informed the Committee that the Intermodal Planning Group (IPG) meeting is scheduled for Thursday, April 29, 2010 and will be held in the Cholla Room. She noted that this is the MAG federal and state review of the Work Program and comments from this review will be brought to the Executive Committee in May. She concluded that the Work Program will be brought to the Executive Committee for recommendation for approval in May. Chair Neely asked if there were

any questions. There were none. She thanked Ms. Kimbrough and Ms. de los Rios Urban for their reports.

6. Sustainable Communities Program Grant

Dennis Smith mentioned some of the previous efforts that are similar to the sustainable communities concept such as, Smart Growth, Blue Ribbon Committee, Regional Development Policy committee, and the Urban Form Study. He noted that MAG has been in this several years with usually not a very good result. He noted that the difference is the federal government has indicated that they are going to make this a requirement in the new reauthorization. He commented that if they do require this, it would be wise for MAG to get a head start and apply for a grant if the final funding shows that MPOs are an eligible applicant. He introduced Amy St. Peter to discuss the process we have been considering, and Eric will discuss the HUD, EPA and DOT sustainability program and how that will impact our transportation program.

Amy St. Peter stated that the U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Transportation (DOT), and the Environmental Protection Agency (EPA) are collaborating on this program, and the grant is being offered through HUD's Office of Sustainable Housing and Communities. Ms. St. Peter noted that the advance notice states "the goal of the program is to support multi-jurisdictional regional planning efforts that integrate housing, economic development, and transportation decision-making in a manner that empowers jurisdictions to consider the interdependent challenges of economic growth, social equity and environmental impact simultaneously." She commented that ultimately, this program supports the development of regional plans for sustainable development that increase economic prosperity by giving families greater access to housing and transportation options within their means. Ms St. Peter explained that according to HUD, a regional plan will do the following: 1) identifies priorities and goals in a region for housing, transportation, economic development, land use, environmental, energy, green space and water infrastructure; 2) establishes and measures locally-appropriate performance goals; 3) provides strategies for meeting those priorities and goals; 4) prioritizes projects with identified leaders and funding that facilitates the implementation of the regional plan; and 5) engages residents and stakeholders throughout the process. She noted that a number of the cities and towns already have sustainability plans. Ms. St. Peter explained that the goal of this grant is to integrate the plans already in place, which includes relevant MAG plans, the municipal plans, as well as efforts underway through community partners.

Ms. St. Peter reported that the Notice of Funding Availability (NOFA) was scheduled to be released last week. However, HUD delayed the release until mid-May because they received a significant number of comments on the advance notice. She noted that once the NOFA is released, the deadline will likely be a month and a half later (early July). Ms. St. Peter explained that this will be a very competitive process. There is approximately \$100 million available nationally, and large metropolitan regions are eligible to receive up to \$5 million each. Ms. St. Peter continued to explain that the program supports six livability principles: 1) provide more transportation choices; 2) promote equitable, affordable housing; 3) enhance economic competitiveness; 4) support existing communities through such strategies as transit-oriented, mixed-use development and land recycling; 5) coordinate policies and leverage investment; align federal policies and

funding to remove barriers to collaboration; 6) value communities and neighborhoods by investing in healthy, safe, and walkable neighborhoods.

Ms. St. Peter suggested a tentative process to move forward could involve the following steps given approval from the Executive Committee: conduct initial research about existing plans relevant to the project and begin to identify common areas and gaps; solicit feedback from MAG technical committee officers to identify possible contributions from their respective committees; offer a report on information collected to MAG Management Committee and MAG Executive Committee in May and solicit feedback for the grant proposal. She noted that if awarded a grant, MAG could conduct a more in-depth review of existing relevant plans with MAG Committees and community partners to confirm areas of focus. She continued with other steps that could include: collaboration with the MAG technical committee officers, developing regional principles for sustainable growth; hosting a regional event to highlight promising practices and developing measures that promote sustainable development on the basis of the regional principles. She explained that cities and towns may volunteer for the measures that are most appropriate and beneficial for them. MAG will develop a regional plan for sustainable development on the basis of the volunteer measures. She noted that there may be an opportunity to collaborate through JPAC on greater Sun Corridor issues. Ms. St. Peter noted that the end outcome of this activity is the region will be more sustainable because residents will have greater access to an array of housing and transportation options they can maintain for the long-term. She also noted that we are hearing that applications will only be deemed competitive if they represent partnerships and commitment to specific performance measures. It will be critical to indicate the anticipated impact of the grant on the region.

Eric Anderson stated that the federal transportation authorization expired in September 2009 and Congress passed a one year continuing resolution. He stated that there have been a number of discussions about what the new transportation authorization legislation may include. He explained that the expectation is that Congress will not address new legislation this year. He commented that it will probably be into 2011 or 2012 before Congress passes anything. One of the major drafts by Representative Oberstar contains a number of provisions dealing with sustainability and livability. Mr. Anderson stated that many of the aspects of the draft legislation embed a lot of the concepts in the HUD application in terms of livability and sustainability. He explained that this means making sure that there are better connections between land use and transportation, and in particular making sure land use plans are conducive to transit oriented development and providing a better mix of housing options. He stated that the objective is to reduce the number of vehicle miles of travel (VMT) per capita so it declines over time as the region successfully implements some of the measures. It is also clear that the federal transportation authorization is likely to include a number of provisions to have regions establish performance metrics not only for the typical transportation measures, but for the land use measures as well. Mr. Anderson noted that the final aspect is accountability. He stated that the draft legislation includes provisions for regional reporting in terms of progress being made toward achieving the different performance measures. Mr. Anderson noted that Chairman DeFazio of the House Surface Transportation Subcommittee emphasized that Congress is ready to give MPO's in large areas more responsibility, but along with that comes more accountability. His comments indicate that performance measures will likely be embedded in the next round of transportation authorization. He also stated that there is also a strong possibility that funding will be tied to how regions

progress toward achieving the objectives. Mr. Anderson stated that the HUD grant provisions reflect what has been seen in the transportation authorization drafts to date.

Mr. Smith stated that the Joint Planning Advisory Council (JPAC) is scheduled for tomorrow and this item is on the agenda. He noted that there was some discussion at an early staff JPAC meeting on a joint application for the Sun Corridor, but does not believe that will work because each region is in a different place of development. Mr. Smith suggested a coordination element in all of the applications that shows how we will work through the JPAC on sustainability. Chair Neely asked for comments. Mayor Lane asked what the trade offs are and have we already relinquishing some local control. Mr. Smith stated that he does not believe that we have relinquished any control. He stated that we are approaching this with caution and recommend that some guiding principles be formed with input from all the technical committees and approved by the Regional Council. He noted that we would then send these principles out to the communities and the community would decide what they could commit too. Mr. Smith stated that we are waiting for the NOFA so that we can get some answers. He noted that some member agencies indicated that if MAG is not the lead then they are not interested. There are also non-profit agencies that are very interested in this, including ULI. Mayor Lane stated that some other agencies that are in a lesser position in regards to planning are not in the same position as MAG. He noted that in MAG's case the commitment for possibility a \$5million grant may really be a commitment to something far more. Mr. Smith replied that if we keep this within the MAG process, the cities and towns are MAG. Chair Neely clarified that this grant is looking for an element of sustainability to be competitive. She commented that may include the outlying areas in this region. We need to position ourselves so that we can apply for future dollars. Mr. Smith noted that would include some of the projects in the Work Program that will hopefully be approved next month. He explained that this includes the transit oriented development around all the commuter rail lines. He stated that we are doing a lot related to sustainability, but just not packaging in that way. Mr. Smith noted where it gets delicate is when you talk about workforce housing.

Mayor Lane wanted to clarify that we are not giving up local control. Mayor Smith stated that he has been active on the US Conference of Mayors Transportation Committee. He stated that this is a big deal for them. Mayor Smith stated that the bigger question is are local governments being forced into a big federal planning model. He explained that the answer he heard was no, but the guidelines will be structured so that there will be more funding (tiered funding) available to those who integrate sustainability and livability. Mayor Lane stated that he believes that our future funding may be dependent on this type of planning. Ms. St. Peter stated HUD indicated that this will be an ongoing funding source with additional funds available each year for the planning grants, as well as implementation. She stated that there were three different categories: 1) planning, 2) detailed planning for execution of the grant, and 3) implementation. Mayor Smith stated that he would love to create a joint knowledge base as far as zoning, without losing control at the local level.

Chair Neely asked if ULI would be a good partner for MAG to look toward. Mr. Smith stated that ULI participated in a stakeholders meeting that was held in anticipation of this meeting. He noted that Eric Anderson also participated with ULI in the Reality Check Program. Mr. Anderson stated that ULI has done a very good job over the past several years on the Reality Check Program. He noted that their mission is more on the education side. Making sure that people understand what

has to happen with transit oriented development and what that means and does not mean. He also noted that ULI has great links back to the development community. They have expressed interest in participating with MAG on a grant application. They would like to pursue the idea of different levels of centers around the region, both existing and future center, and looking at the land use plans within those centers. Mr. Anderson stated that based on the discussion with stakeholders in various communities, there are a lot of different ideas on the direction this grant can take. He stated that he made it clear that if MAG was to take the lead on the grant it would have to benefit our members, and it would advance the transportation/land use link in the future. He added that it would be developing a tool box for the local governments. Mr. Anderson noted that MAG is doing a lot of activities related to the area of sustainability, but have not brought them all together. Chair Neely suggested moving forward carefully and look for possible partnerships.

Mayor Hallman stated that we should keep in mind the differences among the local jurisdictions in MAG and they exist because of the very different approach the communities have had based on the wants of the residents. He added its important that we not try to duplicate efforts. He noted that we need to keep our eyes open as we move forward so that the implementation is not a one size-fits all.

Chair Neeley asked if there were any other comments. There were none. She suggested that the Executive Director move forward based on the discussion.

7. MAG Population Technical Advisory Committee (POPTAC) Chair and Vice Chair Appointments

Ms. McClafferty stated that in July 2009, the MAG Regional Council approved the MAG Committee Operating Policies and Procedures. These policies state that officer appointments for technical and other policy committees, with exception of the MAG Regional Council, Transportation Policy Committee, and Management Committee, will be made by the MAG Executive Committee and are eligible for one-year terms, with possible reappointment to serve up to one additional term by consent of the respective committee. She explained that in March 2010, the positions of chair and vice chair of the POPTAC became vacant. On March 17, 2010, MAG staff sent a notice to the Management Committee, POPTAC, and the Intergovernmental Representatives to solicit letters of interest for the POPTAC chair and vice chair positions. Ms. McClafferty noted that MAG received four letters of interest. Copies of these letters are at the table, along with a summary table identifying the positions in which they are interested.

Mayor Hallman moved to approve Mr. James Bacon, Town Manager, Paradise Valley, as Chair and Mr. Charlie McClendon, City Manager, Avondale, as Vice Chair for the Population Technical Advisory Committee (POPTAC). Mayor Schoaf seconded the motion and the motion carried unanimously.

8. Request for Future Agenda Items

Chair Neely asked if there were any requests for future agenda items. There were none.

9. Comments from the Committee

Chair Neely asked if there were any comments for the committee members. There were none.

10. Adjournment

Mayor Schoaf moved to adjourn the Executive Committee meeting. Mayor Hallman seconded the motion and it carried unanimously. There being no further business, the Executive Committee adjourned at 1:23 p.m.

Chair

Secretary